



United States Air Force

ONLINE news

Inside

- Second place no option 2
- Funding cut threatens space project 3
- JEFX continues 4



Vol. 1, No. 24

The official USAF newspaper (<http://www.af.mil/newspaper>)

Aug. 25, 1999

NEWSBYTES

AFA exposition

The Air Force Association's Aerospace Technology Exposition is Sept. 13 - 15 in Washington, D.C.

This year's exposition includes an Air Force exhibit demonstrating how units will train together as part of an Aerospace Expeditionary Force.

More information is available on the Internet at <http://www.afa.org>.

Evacuees return home

All 1,054 people assigned to Johnston Atoll are back after evacuating to Hickam Air Force Base, Hawaii Aug. 17 to escape Hurricane Dora, which was headed straight for the tiny island.

Johnston Atoll, located 825 miles southwest of Honolulu, is a national wildlife refuge and the site of the Army's chemical weapons disposal plant.

Hurricane Dora passed 70 to 75 miles south of Johnston Atoll early Aug. 18. Maximum winds were recorded at 42 knots. Damage was described as minimal.

A total of five Air Force cargo flights from Alaska, Guam and Hawaii deployed to the tiny island to evacuate the residents. Army, Air Force, Navy, federal and civilian contract employees were evacuated.

The 15th Air Base Wing at Hickam officially takes responsibility for Johnston Atoll Oct. 1. (Courtesy PACAFNS)

Defense Almanac on Web

The 1999 Defense Almanac is available electronically at <http://www.defenselink.mil/pubs/almanac/>.

From 1980 through 1997, Defense magazine printed an annual compendium of Department of Defense facts and figures known as the "Almanac." As part of a broad cost-cutting effort to move to a paperless environment, the Defense Reform Initiative of 1997 ended printing of the magazine.

2000 military construction

■ \$1.1 billion plan targets quality of life, mission

By Tech. Sgt. R.R. Getsy

Headquarters United States Air Force

WASHINGTON - The Air Force's fiscal 2000 military construction plan lays a foundation for quality-of-life initiatives and projects geared toward mission enhancement.

President Clinton signed the Defense Department's \$8 billion military construction bill last week with the Air Force receiving nearly \$1.1 billion, excluding medical, family housing construction, and special defense-wide accounts. The Air Force portion encompasses active duty, Reserve and the Air National Guard, with about a third of the funds representing projects added by Congress.

"This amount is the most we've ever received since 1994 for construction," Lt. Col. John Medeiros, chief of the Air Force's program development for military construction, said.

"Our plan combines new mission programs, such as facility construction for the C-17 and F-22, with a large portion of funds for quality-of-life initiatives," Colonel Medeiros said.

Among the projects included in the Air Force's FY00 plan:

■ Child development centers at Dyess Air Force Base, Texas; and Schriever AFB, Colo.

■ More than \$90 million in dormitory construction at Elmendorf AFB, Alaska; Eglin AFB, Fla.; Keesler AFB, Miss.; Offutt AFB,

continued on Page 3



Air Force reaches out to quake victims

When an earthquake rocked western Turkey Aug. 17, the Air Force responded with airlift, technical support and an outpouring of aid from local military communities. See Page 3.

Airlift future a question of balance

By Staff Sgt. Michael Dorsey

Headquarters United States Air Force

WASHINGTON — Supporting airlift operations similar to the magnitude of the Kosovo conflict could cause problems in the future, says the Air Force chief of staff.

"From an airlift standpoint, on a day-to-day basis we have sufficient airlift. But where airlift becomes very, very important is in operations such as this last one and in major

theater wars," Gen. Michael E. Ryan said to 25 reporters during a recent Defense Writers' Group breakfast in Washington, D.C.

"We are not a two-major theater war-Air Force in a lot of areas," he said. "One of them is in airlift. For planning purposes, one of the reasons why we have 90 days between the two major regional contingencies is to be able to swing the airlift fleet from one theater to the

continued on Page 4



Letters to the editor

U.S. Air Force Online News publishes letters based on their appeal to an Air Force-wide audience each week. Send your letter to the U.S. Air Force Online News staff by completing the online form at <http://www.af.mil/newspaper/>. Letters may be edited for grammar and length. Only letters accompanied by a valid name and email address will be considered. **Due to the length of the editorial this week, letters to the editor are only available online.**

Second place is not an option

By Lt. Col. Daniel S.C. Huffstetler
Air Combat Command

By now, many people who are more widely respected and eloquent than I, have stated their concerns that funding for the F-22 must not be cut. However, my being an "everyday" F-15C Eagle fighter pilot with an 18-year flying career has yielded a broad perspective on the air superiority mission and how we employ our combat air forces in various scenarios. I know what a fighter pilot wants and needs.

And that is the F-22.

Naturally, those of us in the Air Force are considered biased and incapable of a balanced opinion on the subject. I'd object to the accusation, but it's probably true. I freely admit to that bias – after all, I've dedicated my adult life to the attainment of air superiority and supremacy. And I've seen better men than myself die in military aircraft accidents, involved to the end in the sometimes-messy process of preserving the peace we enjoy. All the more reason for my strong belief that we're on the cusp of aerial mediocrity, the future balanced on a decision made by those who may not understand the requirements of modern aerial warfare.

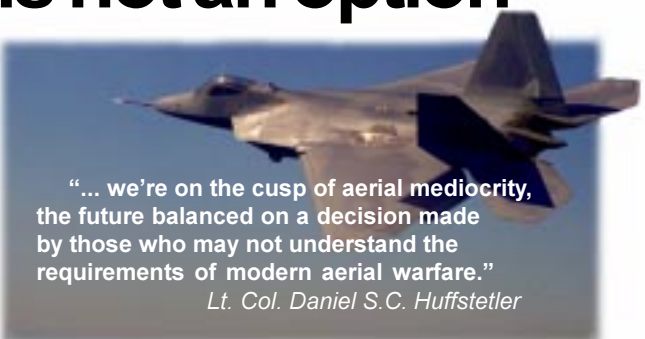
Langley AFB has been a virtual hotbed of activity on this topic for weeks. Interestingly, the main objection isn't directly related to the subjective cost of the jet. Instead, the debate revolves around the requirement for an F-15C replacement in the first place.

The thought goes like this: Given the Air Force's superior performance in the Gulf War, combined with the recent victory of airpower over Kosovo, why do we need a brand new aircraft to do the same job in the near future? After all, we achieved national objectives with amazingly few casualties overall. Further, there were absolutely zero losses in the F-15C force, which provided the backbone of the air superiority task.

The answer is simple. How do you think we got there in the first place?

In the late 60s and early 70s, the Air Force was blessed with a few visionaries who realized that the fighter destined to replace the venerable F-4 Phantom had to stretch in a different direction than the previous mind-set. Emphasis was placed on greater maneuverability and development of an outstanding radar suite that allowed for a great fighter capable of short- and long-range victories.

Those leaders chose well with the F-15C. Threats change, however, and the aging Eagle's heels are being nipped by up-and-coming fighter designs that chip away the exclusive advantages it once held. Maneuverability and energy sustainability, radar cross



"... we're on the cusp of aerial mediocrity, the future balanced on a decision made by those who may not understand the requirements of modern aerial warfare."

Lt. Col. Daniel S.C. Huffstetler

section and electronic combat capabilities are areas in which the F-15C will be *second* best in the near future. Second best in combat is not an option we should ever entertain. When you are second best in the air-to-air business, you don't come home.

The next argument sounds practical on the surface, but is impractical to apply. Yes, the F-15C can and should be upgraded with a new radar and more effective electronic countermeasures. After all, many Eagles will remain on the inventory well into the next century no matter what happens with the F-22. But the jets on today's flightline are beginning to show their age. Maintenance due to "wear and tear" is an ever-increasing demand, and logic dictates that these requirements will continue to increase in proportion with the age of the aircraft.

Were we to rely solely on the upgrade path, in 2010 my fellow pilots would still be flying a platform with high radar reflectivity and a tired body. The kill ratio against the expected threat would decrease every year with the fielding of yet another incrementally better threat weapons system. Eventually, this kill ratio would not be sufficient to meet wartime taskings, much less public expectations for the preservation of American lives.

Many questions about the F-22 issue were based on the assumption that we would be able to attain a 5-to-1 kill ratio with an upgraded F-15C. Such a ratio sounds reasonable to the uninitiated, but are we actually willing to accept the loss of one pilot and aircraft for every five we shoot down? Under this premise, the United States would have lost seven Eagles during the Gulf War.

Exactly what kill ratio is acceptable? The public, ever mindful of America's role as the last remaining superpower, still places a premium on human life. The only acceptable kill ratio for our pilots is infinity to zero. We need the tool that can do that dependably, without doubt, every day for the next quarter century.

A vision 30 years ago led to the development of a new fighter that would meet an understandably ill-defined threat. Our prescience for tomorrow's foe is similarly limited. The question is, given an uncertain world environment in the coming 20 years, do we have the vision today to adequately equip our forces to meet the threat?

Editor's note: Colonel Huffstetler is the 1st Operations Support Squadron, commander, Langley AFB, Va.



AF reaches out to quake victims

WASHINGTON — When a 7.4 magnitude earthquake rocked western Turkey Aug. 17, the Air Force responded with airlift, technical support and an outpouring of aid from local military communities.

On the east coast, a C-5 from the 436th Airlift Wing, Dover Air Force Base, Del., loaded up a 70-person search and rescue team from the U.S. Agency for International Development and left for Istanbul, Turkey that evening.

"We had to get the aircraft in the air fairly rapidly," said Capt. William Morley, C-5 aircraft commander. "Our loadmasters put a lot of really large vehicles and heavy equipment on the aircraft in a very expeditious and timely manner."

The team, including five search and rescue dogs, 56,000 pounds of equipment and three vehicles, traveled nonstop with the help of two KC-10s aerial refuelers from the 305th Air Mobility Wing, McGuire AFB, N.J.

The 436th flew the same U.S. AID team back to the states Aug. 24 and transported their relief, a Florida-based U.S. AID team to Turkey Aug. 22.

"We're out here doing something other than what a lot of people think the military normally does," said Senior Airman James Boylan a C-5 loadmaster with the 436th. "We're helping people in their time of need—it's a good feeling knowing you're helping people out."

In addition to the C-5 support, two C-17s from Charleston AFB, S.C., were tasked to provide airlift for Air National Guard fire support teams and their equipment including 22,000 pounds of fire retardant and a chemical mixing unit.

They were part of a group that also included three ANG C-130s equipped with modular airborne fire fighting systems needed



Rescue teams headed for Turkey to help earthquake victims.

to help with a major oil refinery blaze set off by the earthquake. However, the C-130s, from the 145th Airlift Wing, Charlotte, N.C.; the 146th AW, Channel Islands, Calif.; and the 153rd AW in Wyoming were recalled enroute when it was determined the fire was under control.

To help house survivors, 2,300 general purpose canvas tents originally destined for relief camps for Kosovo refugees are now being shipped to Turkey. The Air Force Civil Engineer Support Agency, Tyndall AFB, Fla., has oversight and management responsibility for this effort through a program called the Air Force Contract Augmentation Program. Using AFCAP, the Air Force can contract non-combatant services during disaster response and humanitarian relief actions.

On the west coast, a C-5 from the 60th Air Mobility Wing, Travis AFB, Calif., was also ready to airlift relief supplies if needed.

"This is yet another example of the joint effort between U.S. AID and the DOD [Department of Defense]," said Steve Catlin, U.S. AID team leader.

This article is available in its entirety online.

2000 military construction

continued from Page 1

Neb.; Tinker AFB, Okla.; Osan Air Base, Korea; Langley AFB, Va.; Lackland AFB, Texas; Malmstrom AFB, Mont., and Maxwell AFB, Ala.

■ B-2 low observable restoration facility at Whiteman AFB, Mo.

■ Dining facilities at Eglin; Keesler; Fresno Air National Guard Base; and Dannelly Field, Ala.

■ Control towers at Randolph AFB, Texas; Cannon AFB, N.M., and Westover Air Reserve Base, Mass.

■ C-17 squadron operations facility at McChord AFB, Wash.

■ F-22 facilities and maintenance hangar at Nellis AFB, Nev.

■ C-17 corrosion control facility at Charleston AFB, S.C.

In addition, Colonel Medeiros said the Air Force has emphasized its commitment to health and fitness by establishing a fitness center master plan, similar to the Air Force's dormitory master plan.

"This is the first year that we've used the master plan concept to paint a roadmap for how we're going to take care of fitness centers in the Air Force," the colonel said.

"We need to fund the programs that support the priorities of the Air Force and, like dormitories, fitness centers are a high-payback initiative.

There are six fitness centers projected to be built or renovated, the colonel said, at Schriever; Whiteman; Osan; Wright-Patterson AFB, Ohio; Travis AFB, Calif.; and MacDill AFB, Fla.

"Our priorities are people and new-mission requirements," he said. "These projects will have a huge impact on the day-to-day working environment for our people."

The colonel said the service is committed to executing its FY00 construction plan in a timely fashion. "In FY98, we executed 99.8 percent of our funded program that same year," he said. "We're on target to award 100 percent of our FY99 program by the end of September.

We aim to do the same for the new fiscal year," the colonel said. "Our goal is once money is awarded, it's money that's going to be well spent."

Funding cut threatens space project

WASHINGTON — A proposed funding cut by the House Appropriations Committee puts the life of the Discoverer II space program in jeopardy.

In the midst of an 18-month developmental stage, the proposal may put an end to the space-based radar system chiefly because of cost concerns, despite support from the Senate Appropriations Committee, and Senate and House Armed Services committees.

Discoverer II aids in the intelligence, surveillance and reconnaissance of ground stations worldwide via satellites. In operations like Allied Force, for instance, Discoverer II could identify and track camouflaged and moving vehicles such as Serbian tanks.

Hailed by Air Force Secretary Whit Peters as a project paramount to the space program, Discoverer II was developed to expand battlefield awareness by complementing airborne assets.

This article is available in its entirety online.



Airlift future a question of balance

continued from Page 1

other because it's primarily a one-theater airlift force."

As of Aug. 23, cargo and refueling aircraft had flown 3,163 missions in support of Operation Allied Force. Despite fighter and bomber missions ending after the NATO-supported air campaign ceased, airlift continues to move people and equipment during the redeployment phase.

"I don't think we can afford to have a two-major theater war airlift force simultaneously," the general added. "That would drive the numbers completely out of the reality realm. But we need to continue to modernize our airlift fleet and that's what we're working on very hard in our budgets."

With the C-141 Starlifter, long considered the workhorse of the heavy-transport fleet, closing out its career and giving way to the emerging C-17 Globemaster, the Starlifter's fading role signifies the Globemaster's succession as the flagship of airlift evolution. The current fleet carried the burden of missions with 1,217 during Allied Force.

Part of the modernization effort for heavy transports includes further production of the C-17. "As you know, we were going to buy out the C-17s at 120; then we added another 14 last year," General Ryan said. "We also want to 're-avionic' and re-engine the C-5s because they are very, very important to large, oversized cargo capability."

After the heavily tasked C-17 and KC-135 comes the C-5 Galaxy in total number of missions, just ahead of the C-130. The general said he wants to continue modernizing the various versions of the C-130 tactical airlift fleet into a C-130J and C-130X fleet. This



Deliveries to the Air Force's second C-17 wing began July 30, when the first two Globemaster IIIs arrived at McChord AFB, Wash. While the C-17 deliveries mark another milestone for the C-17 acquisition program, at least 68 C-17s remain to be delivered.

effort will eliminate the 21 different C-130 configurations in the Air Force.

"For the most part, these large airplanes, except for the C-141 which will be coming out of the inventory, are in pretty good shape as far as the box and the wings — the structure of the airplane — are concerned," he said. "Due to their age and time they were built, efforts are being made to upgrade the avionics and engine areas of the airframes."

General Ryan said humanitarian airlift did not cease even when the Air Force deployed every aspect of its aircraft fighting forces to the Balkans in support of the air strikes. Pointing out that airlift forces were taxed in Europe because the air strike escalated to the level of a major theater war, he stressed that getting lighter and leaner remains the way of the future.

"We can't take the shower and the kitchen sink and everything else when we go forward," General Ryan said. "We have to do this a little bit lighter." The question facing the Air Force is how it arrives at its desired airlift strategy, the general said.

JEFX presents realistic warfighting environment

WASHINGTON — The military is applying new technologies to its warfighting abilities during the 1999 Joint Expeditionary Forces Experiment which present a realistic environment for the nation's armed forces. The exercise continues through Sept. 4.

With more than \$60 million and 4,000 people across 10 locations committed to JEFX '99, this is the Air Force's second large-scale experiment. Teams at Langley Air Force Base, Va., Hurlburt Field, Fla., and Nellis AFB, Nev., are playing major roles in the experiment while other Air Force units and the Army, Navy and Marines are also participating.

Differing from an exercise, the formal JEFX experimentation process is something fairly new to most of the Air Force.

The new technologies the military is applying to its war-fighting abilities during the experiment present a realistic environment where the nation's armed forces can explore and field new concepts and capabilities.

The first EFX (EFX'98) provided the building blocks upon which we're conducting our experiment this year," said Col. Curt Neal, Nellis JEFX director. "This is very similar to Red Flag except it's bigger and involves more than just the operators — this experiment deals with all facets of the military's command and control, intelligence, surveillance and reconnaissance structure."

"The bottom line for JEFX is to use our resources in a more effective manner and move information rather than people when possible. By effectively combining live-fly, simulations and technology insertions into our future war-fighting environment, JEFX helps provide an operational climate to explore and field new concepts and capabilities to put the right people in the right place to do the right job." (Courtesy JEFX '99 Public Affairs)



U.S. Air Force ONLINE news

U.S. Air Force ONLINE news is produced each Wednesday by the Secretary of the Air Force Office of Public Affairs and is available via Air Force Link (<http://www.af.mil/newspaper>). This funded U.S. Air Force newspaper is an authorized publication for Air Force members and their families. Content is endorsed by the Department of the Air Force, but is not necessarily the views of or endorsed by the U.S. Government or Department of Defense. Editorial offices: SAF/PAI, 901 N. Stuart Suite 605, Arlington VA 22203. Telephone (703) 696-7832, Fax (703) 696-9162. Please post on unit bulletin boards and pass this copy on to others who need current Air Force news and information. Reproduce as needed.

Publishers

Hon. F. Whitten Peters, *Secretary of the Air Force*
Gen. Michael E. Ryan, *Air Force Chief of Staff*

Editor-in-Chief

Col. Ronald T. Rand, *Director of Public Affairs*

Executive Editor

Col. Johnny Whitaker, *Deputy Director of Public Affairs*

Managing Editor

Master Sgt. Linda Brandon

Technical Production

Capt. Bryan Hubbard and Staff Sgt. Cheryl Toner